





## INTIMATION

WATSON'S  
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Effect a saving of 50% owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

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A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be forwarded to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

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## BRIEFS

On the 10th September, at Gao's Quarters, Taipei, traits, the wife of James Kyoo, Prisoner Deputy, of a son.

On the 1st September, at Chawwat, Penang, the wife of Ewan Mader Torres, Advocate and Solicitor, of a daughter.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD ST. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1st OCTOBER, 1903.

It is forty-six years ago to-day since the Hongkong Daily Press first made its appearance in this Colony, so that it may perhaps be permitted to us to refer back to our earliest issue on Thursday, the 1st October, 1857. The Daily Press was, when it commenced, a four-page paper of a demy folio size, devoted to "ships, commerce and colonies," containing (in its first number) a column and a half of editorial and notes, five columns of advertisements, while vessels expected and shipping in harbour filled the remaining page and two-thirds—each page containing three columns. It was printed at the Armenian Press in Wellington Street, and was edited from an office in the Queen's Road Dispensary. There are many points of interest, in comparison with modern times, which might be noted, but we must content ourselves with drawing attention to a few which are observable in our earliest issues.

Taking first a subject which is of consuming interest just now, that of exchange, we find that on the 5th October, 1857, the dollar stood thus:—Blank and first class paper on London at 6 months' sight, 4/11; private bills at 6 months' sight, 5/-; The sovereign fetched 42.25. Opium on the 1st October at Hongkong stood thus:—New Patna, \$800; Old, \$775; Benares, \$780; Malwa, \$900. To-day, with a dollar varying between 1/10 and 1/10, the quotations stand:—New Patna, \$1,100; Old, 1,102; Benares, \$1,000; Malwa, \$970.

to \$1,000 (Old); and Persian (which did not appear 46 years ago), \$840 to \$850. We do not get the price of food and foodstuffs mentioned, but we see from an advertisement that eight "China Shops" in Queen's Road, near Peel Street, were valued at a yearly rental of \$24 a month only.

Turning to shipping, we find the Austrian Lloyd Steam Navigation Company advertising the following fares between Alexandria and Trieste, for the convenience of passengers travelling from China by the monthly and bi-monthly Indian steamers:—1st class, £16; 2nd class, £11; 3rd class, £7. The same company also announces that they have made arrangements in Trieste for telegraphic messages to London or any part of the Continent sent to them from China. The charge from Trieste to London was about 16 florins or 32s. per 20 words, and £1 per message. As to time of transit, to Hongkong from Bombay or Calcutta took about a month, from San Francisco about six weeks, while merchants ships coming out from Northern Europe might take four to five months. The shipping in Hongkong Harbour on the 1st October, 1857, comprised 122 vessels, six of which (all British) were steamers, while the rest were described as barques, brigs, schooners, or ships. The companies mentioned as consignees, agents, etc., include the P. & O. S. N. Co., Messrs. Jardine, Matheson & Co., Messrs. Angier & Co., John Burd & Co., Dent & Co., Holliday, Wise & Co., Pustau & Co., Russell & Co., Siemens & Co., Wardley & Co., etc.

Then, as for news items, we find in the second number an account of a murder at West Point on the 30th September, 1857, when a "mandarin spy" was killed by a crowd which included a relative of one of his victims. The Daily Press commented: "The question arises, what was this man doing in Hongkong? Doubtless on mandarin business—a hint to our police authorities not to relax the precautionary measures hitherto so successfully adopted for our safety and protection."

The following passage, from the third number, reads curiously:—"The Tegetmeyer Port in the Macao Passage, at present Admiral Seymour's advanced position, is garrisoned by part of the Raleigh's men." In fact the Raleighs "turned into quiet Tegetmeyer, but this time they have a craft which, we'll engage they will not lose."

In the fourth number we learn that "the experiment of circulating bank-notes among the Chinese is evidently going to be successful"; in the sixth, that the gunboats out here "are certainly not the craft that it was supposed they were," and their officers "have anything but a good billet"; and, more exciting still, in the ninth issue, that "H.E. Sir John Bowring has received from Calcutta a fine handsome carriage. It was a source of anxiety to us, lest Baron de Geros should be lugged up the hill on that shocking concern that Lord Elgin was 'bundled in on his landing.' On the 12th October we find a discussion on the veracity of American newspapers—since then strikingly tested in the latest American development in the Philippines. There are passages from this article and from various notes which we should like to quote, many of which might well be written at the present day.

But we will content ourselves with a few sentences from an editorial written on the 23rd October, 1857. It ran as follows:—"The spirit of aggrandisement for which Russia has of late years been so notorious, was never more fully developed than by her proceedings about the Amour River. We ourselves happen to know that an overland communication exists from the North Pacific to St. Petersburg. The distance can be accomplished in 38 days! and an incredible portion of the route is performed by Steam on the Amour. Our information runs, that the passage is readily taken, and that the entire passage money amounts to a sum short of the equivalent of \$400. We would recommend H.E. Sir John Bowring to go home this route not later than next summer. By lingering a few weeks on this way, he might acquire several languages, and have a Book of Nomadic Poetry all ready for the publisher by the time he arrives home."

H.M.S. Fearless left yesterday for Sandakan.

Mr. Hugh Clifford sails for the East again from home on the 23rd inst. by Japanese mail.

H.M.S. Goliath arrived in Sheerness Harbour on the 31st August. She was to proceed to Chatham to pay off.

The following appointment has been made at the Admiralty:—Engineer-Commander A. V. Blake, to the Tamar for Hongkong Yard, to date August 28.

It was announced on the 1st ult. that Vice-Admiral Sir Cyprian A. G. Bridge, Commander-in-Chief in China, had been promoted to be Admiral, to date August 30.

The U.S. transport Sumner arrived at Singapore from Manila on the 23rd ult. bound for New York. There are 67 passengers and 197 soldiers on board, homeward bound.

Mr. Dharmapala, a Ceylonese Buddhist, has been interesting Boston philanthropists on behalf of industrial schools for Satra children in India. The equipment for a school at Benares is already shipped.

It is reported from Pahang, F.M.S., that three of the Dyaks who were wanted in connection with the murderous attack on the late Mr. Juppox in Ulu Tembeling, in July last, have been arrested in Trengganu by the authorities of that State.

The s.s. Tai-On will run on an excursion trip to Macao on Sunday next, leaving the Tang Yick Wharf (just beyond the Canton wharf) at 9.30 a.m., and returning from Macao at 9.30 p.m. the same evening. The procession of Our Lady of the Rosary takes place at Macao on Sunday.

As a result of the investigation into the robbery committed on two ladies of Kuala Lumpur when out driving in a ricksha recently three Chinese were arrested, including the ricksha-puller. One man has been discharged. The two others, the ricksha-puller included, have been committed for trial.

A Reuter telegram from Vienna of the 31st August says:—"A report which current here last night that the Austrian torpedo cruiser Zenta had foundered off Cadix, but official intelligence received later showed that the report was based on the foundering of a boat belonging to the Zenta. The crew of the boat was rescued." The Zenta, it will be remembered, was formerly out here.

Sir Claude McDonald wired on the 22nd ult. to Mr. J. Gray Hall, the British Consul for Higo and Oaka, informing him of his appointment as Consul-General Mr. Hall entered the Consular Service in December, 1867, and since then has had a wide experience in consular work in every part of Japan. A few months ago Mr. Hall received a decoration from King Edward as an appreciation of his services to the Empire.

The Russian scout class cruiser Almaz, which was built and recently finished at the Baltic Works, was commissioned on the 25th August. She will leave St. Petersburg during this autumn for the Far East. On the 29th the battleship Slava, one of the largest vessels in the Russian navy, was successfully launched from the Baltic shipbuilding yard in the presence of the Emperor, the Empress, the Empress Alexandra, and the Hereditary Grand Duke Michael Alexandrovitch.

By kind permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play the following programmes at the Kowloon Hotel, during dinner, this evening (weather permitting):—  
"Romance".....Gonard  
"Suzanna".....Flotow  
"Little Christopher Columbus".....Tosti  
"My Dreams".....Franz  
"Cavalleria Rusticana".....Mascagni  
"Partina d'Alvor".....Borger  
"Savona".....Dvorak  
"God Save the King"

The Mercantile Community of Ceylon will on 1st inst. His Excellency Sir J. West Ridgeway, a farewell dinner towards the end of the second week in November under the auspices of the Chamber of Commerce; while the general community have arranged for a public ball, followed by a grand display of fireworks and illumination of the Colombo Harbour, and for the presentation of souvenirs from the ladies of Ceylon in the form of a necklace of gold and precious stones to Lady Ridgeway and of a bracelet to Miss Ridgeway—Ceylon workmanship in both cases. The Ceylon planters are also to make a presentation to Lady Ridgeway.

The M.C.C. finished the selection of the team which is shortly to visit Australia with a surprise. The fifteenth and last man to be chosen is R. H. Spooner, the Lancashire batsman. Spooner is a brilliant fieldman and a fine batsman, his average being 30. His highest score for the season is 247, made some weeks back against Nottingham. The team now consists of:—P. F. Warner (Middlesex) (captain), E. E. Foster (Worcestershire), B. J. T. Bosanquet (Middlesex), R. H. Spooner (Lancashire), Hirst (Yorkshire), Rhodes (Yorkshire), Braund (Somerset), Hayward (Surrey), Tyldesley (Lancashire), Lilla (Warwickshire), Relf (Sussex), Arnold (Worcestershire), Strudwick (Surrey), Fielder (Kent), and Knight (Leicestershire).

## SIX-A-SIDE FOOTBALL

At Happy Valley yesterday evening the matches in the competition for the Challenge Cup were Wolfe v. Bonnar and Kow v. Danby. The former game was a draw, no scoring, and the latter Danby's side won by two goals to one. In Wolfe's team A. Loureiro and S. A. Seth took the places of A. Humphreys and W. H. Williams.

To-morrow Clark v. Worcester and Brent v. Wolfe are down for decision.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE BALKAN TROUBLES.

LONDON, 28th September.

The Christian members appointed to the Commission are men of no standing and simply tools of the Government.

Great Britain is pressing the Porte to apply the Austro-Russian reforms more efficaciously, and is also consulting with the other Powers regarding the possibility of introducing other measures more fitted to remedy the state of things.

At a demonstration at Sofia on Sunday the conduct was orderly and imposing; and showed unmistakable proof of the great sympathy with the revolutionists and a determination to support them.

The Bulgarian Government is again sending a special mission to Constantinople to try to arrive at an understanding.

## CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 27th September.

THE M. A. EXAMINATION.  
The M. A. examination began yesterday—the 8th day of the 8th moon—in Canton, as in the other provincial capitals. The number of candidates is above the average this year 13,212 out of the 14,000 calls at the well-known examination-hall, being occupied. Only natives of Canton and of the province of Kwangtung are allowed to offer themselves. The vacancies number about eighty, of which three are open to Bannermen and Manchus. The whole affair is conducted with great pomp and ceremony. The leading officials attend on different days, and occupy special halls, where they sit in state. The place undergoes a thorough cleaning before the examination, and broken windows are mended, doors repaired, and ovens renewed, for the large staff of officials has to be fed during the nine days of the examination. The candidates have to take their own food with them. They remain in the "schools" for three days, and are then allowed to return to their homes for a night's rest. This is repeated twice, so that nine full days have to be spent in the precincts.

This year the subject for the first three days is Foreign History during the 18th and 19th centuries of the Christian era; for the second period, Chinese History—both internal and in connection with foreign states; and lastly, the Chinese classics. For the first subject it should be mentioned that any gentleman taking books in with him will not be punished, and the importance of this part of the examination is thus neutralized.

As usual in China, there is a vast number of officials and their dependants present. First of all, the Chief Examiner, who has as assistant and thirteen associates. Then there is the Inspector (head of the investigating branch) and his deputy, the Superior Proctor, and the Comptrollers of the Inner and Outer Precincts. Another branch includes six Receivers of the Essay, six censors, and six Transcribers, and a larger number of Comparers and Stampers. Altogether it will be seen that the examination is a great affair. The strain on the candidates, who live for nine days in small cells in the midst of dirt and evil odours, must be terrible, and the relief when all is over correspondingly great. A sweep-stake is held annually on the names of successful candidates. If too many men of the name, say, of Wong, have entered with a chance of success (for details as to favourites are as keenly studied by the interested people as they are in a race at home), steps are taken to prevent their success. Some are even prevented from entering their names at all, if doing so interferes with the sweep. Last year the prize was won in a most remarkable way. The lucky winner had not only his upon every successful candidate, but had been even able to get them in their proper order of merit, thus making a large sum of money. It should perhaps be added that this winner was the Chief Examiner himself. He was impeached, but managed to get the matter hushed up in the usual way.

## CORRESPONDENCE.

## AN EXPLANATION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 30th September.

SIR,—An advertisement in your paper referring to Messrs. James Storer and Sons, of Glasgow, has given rise in some quarters to an impression that we have transferred the agency for David Storer and Sons' paints and colours to another firm in Hongkong. Under the circumstances we appeal to your courtesy for permission to explain through the medium of your paper that the firm of David Storer and Sons, of London, which is our property, has nothing whatever to do with Messrs. James Storer and Sons of Glasgow, and that our Hongkong branch continues to control David Storer and Sons' brands as heretofore. It seems absurd that any misunderstanding should have arisen, but it has, and questions that have been put to our manager render a public explanation desirable.

(For Wilkinson, Heywood, &amp; Clark Ltd.)

W. D. GRAHAM.

## A ROCK DISCOVERED OFF LANTAO.

Those who are in the habit of visiting the bay on the east coast of Lantau Island, usually known by the name of "Silver Mine Bay," will be interested to learn that a flat-topped rock has recently been discovered there. It is in the middle of the bay, about 200 yards from the beach, and has only about 3 to 4 feet of water on it at low water.

## HONGKONG HOCKEY CLUB.

The annual general meeting of the Hongkong Hockey Club was held on Tuesday evening at the Hongkong Club, Mr. J. Barton (President of the Club) being in the chair.

The Chairman said that he would follow the usual rule and take the minutes of the last annual general meeting, as read. On passing to the accounts, he thought they were very satisfactory, and the debit balance on the Challenge Cup Fund was only to be expected, as it was the first year in which the Cup was competed for, and it had proved quite a feature of the season. While congratulating the 14th Bombay Infantry on their unbroken series of victories, he hoped the Club XI. would bring the cup from Kowloon to Hongkong this season (Hear, hear). The next business would be the election of a president, hon. secretary, hon. treasurer, and five members to form the committee for the ensuing season. After he had proposed, and Major Bowley seconded, that the report and accounts for the year be adopted, which was carried.

Mr. T. C. Gray said that with regard to the election of a president, a post which Mr. Barton had filled since the Hockey Club was started, he thought that they should elect him unanimously. Mr. Barton had always taken the greatest interest in the club, and he (Mr. Gray) had had a striking instance that very morning, when Mr. Barton had written to him to say that in regard to the debit balance of the Cup Fund, he proposed to make the Cup his own affair, subject to the approval of those concerned (Hear, hear) and enclosed a cheque for the amount paid for the cup (Applause). It was impossible to speak too highly of Mr. Barton's very generous act, and he had the greatest pleasure in proposing that Mr. Barton be elected a life member and perpetual president of the club. (Hear, hear.)

Mr. J. Hooper at once seconded the proposal, which was carried unanimously amidst applause. Mr. Barton having thanked those present suitably, and assured them that he was highly sensitive of the honour.

Mr. L. P. Wodehouse moved that the following Committee be elected en bloc: The Chairman, Messrs. T. C. Gray (Hon. Sec.), O. J. Barnes (Hon. Treasurer), J. Hooper, C. P. Chater, L. Murphy, Dr. Dartnell, R.N., and Major Bowley, R.A.M.C.

Mr. P. Dow seconded the motion: carried nem. con. Mr. Barton said that before they dispersed he wished to move a very hearty vote of thanks to Mr. T. C. Gray for his services as Hon. Sec. during the past season. The Club had never been in such a flourishing condition, which he attributed to the energy of their Hon. Sec. Mr. Gray thanked Mr. Barton very much, and assured those present that it would not be for want of trying if the Club did not enjoy an even more successful season than before.

On the motion of Major Bowley a hearty vote of thanks to the Chairman concluded the proceedings.

## THE POLLARD COMPANY AT THE THEATRE.

## "WHY SMITH LEFT HOME."

With the change of comedy the fare at the Theatre has greatly improved. Since their arrival the Pollards have been working up a new piece, and this they submitted last night in *Why Smith Left Home*. The plot centres in the "Amalgamated Society of Cook-ladies' Union" and the strict observance of the rules of that most august body as drawn up by the secretary, Lavinia Daly, a person of decidedly advanced humanitarian views, especially as regards home rule—this being taken to mean the home ruled by the servants. The hero and heroine are Mr. and Mrs. John Smith, who, but recently married, before they can enjoy the delights of a honeymoon are visited first by a maiden sister of John, who stays six months, and just when they have got rid of her, by an aunt of Mrs. John. The latter relation is accompanied by her inferior half, General Billodout, who is very much under the thumb. A proper Terence, Mrs. Billodout proceeds to make herself generally obnoxious, but she meets her match in Lavinia the "cook-lady." To get rid of his undesired visitors, Smith brings his cook—begging her pardon, cook-lady—to serve up her "best bad-cooking"; this has effect in Lavinia receiving her dismissal, on which she immediately, by the powers invested in her by the Union, orders the other servants to cease work. Barges of servitude—caps and aprons—are doffed; the mistress (if of the house, however, surrenders, and the cook is reinstated.

Mr. Mercy Lynch as Lavinia was delightful, and he kept the audience laughing by his witty remarks and rich brogue. Count von Guggenheim, represented by Mr. Ed. Noble, a minor lug compared with the head of the kitchen—end of the house for that matter—was very funny with his double-questioning, "yes-no." Mr. Westworth Watson as John Smith had the heaviest part in the cast, and he went through with it in a masterly manner, being ably seconded by Miss Ada Lawrence as Mrs. Smith. General and Mrs. Billodout, taken by Mr. Alfred Talbot and Miss E. Clements, were good examples of a henpecked wife and her victim. The other parts were capably filled.

Miss Marjorie Tempest's singing is usually a feature of the entertainment looked forward to. In *Awake* and *How could I?* she was rewarded with hearty applause and two floral tributes. Miss Ackerly's dance had to be repeated.

*Why Smith Left Home* will again occupy the boards to-night. The last night of the Company's season is to-morrow; particulars of the programme will be announced later.

## SUPREME COURT.

W. Wednesday, 30th September.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE  
(PUNISH JUDGE).

## IMPORTANT ACTION AGAINST THE OPIUM FARMERS.

Leong Tsan, sheriff of the Registry of the Supreme Court, and the Chia-Wa Hong Company, Opium Farmers, Honham Strand, for \$1000, for wrongful entry by the defendants' excise officers into the premises of the plaintiff, 173, Queen's Road East, second floor, on 21st August without a warrant, and for wrongfully and improperly searching the premises of the plaintiff, 173, Queen's Road East, and damaging silk clothing.

Mr. M. W. Slade, barrister-at-law (instructed by Mr. F. X. D'Almeida e Castro, solicitor), appeared for the plaintiff; and Mr. H. W. Looker, solicitor, was for the defendants.

Mr. Looker made the preliminary objection that his Lordship had no jurisdiction to try the case. The writ was issued for \$1,000 damages for wrongful entry by the defendants' excise officers, and it was directed against the Chia-Wa Hong Company, Opium Farmers. By section 43 of Opium Ordinance, 21st of 1891, "If any unsuccessful search for opium has been made under sections 29 or 30 of this Ordinance by the request or at the instigation of the Opium Farmer, and there is no reason to suppose that any opium in contravention of this Ordinance has been thrown away, or otherwise disposed of with a view to avoid detection, the Opium Farmer shall replace or replace any goods which may have been unpacked by reason of such search, and shall make good any damage he may have caused thereby, and the amount of money claimed for any such damage shall be adjudicated upon by a Magistrate and shall be recoverable as a civil debt under the provisions of 'The Magistrates Ordinance 1890.'" He submitted that the effect of the section of the Ordinance was that all claims for damages arising out of a search for opium must be adjudicated upon by a magistrate, and this case was not within his Lordship's jurisdiction. Plaintiff's remedy was in the Police Court before the Magistrate. It was true there was nothing before his Lordship to show that an unsuccessful search had been made. The section only referred to cases in which the search was unsuccessful, and as a matter of fact no opium was found in this case. They admitted that. But he submitted that plaintiff's claim must be made before a Magistrate.

Mr. Slade said that Section 48 dealt with damage done to goods during search for opium under Sections 29 or 30. In this case the search was made not under Sections 29 or 30, but under Section 31, under a warrant. The remainder of the claim referred to the unlawful entry of No. 173 without any warrant at all and for general misbehaviour.

His Lordship said that was a different thing altogether. Questions of damage to property might be arguable, but he did not think that was.

Mr. Slade stated that the damage to property was small—some \$14.

His Lordship overruled Mr. Looker's objection.

Mr. Slade went on to state that the plaintiff was the proprietor of the second floor of Nos. 173 and 175, Queen's Road East. These two floors communicated by a door but were otherwise separated. On the night of 21st August last four Chinese excise officers entered the premises, 173, Queen's Road East, and were closely followed by an European constable. The four excise officers, without declaring their office, entered without showing their mandate. They then proceeded to search the premises throughout. They turned three small children, two girls of eight and four respectively, and a son six years, out of bed with unnecessary severity. They then searched various boxes and articles of furniture, and in turning out a box of clothing one of them spoiled some articles of clothing with wax from a candle that he carried. Mesdames plaintiff had asked the constable whether he had a warrant. The constable replied, "What do you think?" Plaintiff asked to see it, and the constable replied, "You will see it enough," and declined to show it. The Chinese had never at any time shown their mandate, as required by Section 6 of the Ordinance. It was no question of demand. Section 6 said, "Every excise officer shall be supplied with a badge bearing such sign or mark of office as may be directed by the Governor, and when acting against any person under this Ordinance, every such excise officer shall declare his office, and produce to the person against whom he acts such badge as the Captain Superintendent of Police may direct police officers to carry when on secret or special service." The excise officers and the constable did not show their badges, and he submitted that their acts, under the Ordinance, were illegal acts. When they concluded the search of 173, two of the Chinese excise officers went into 175. Plaintiff asked them if they had a warrant for 173, but they made no answer—at any rate no material answer—and went on searching. Plaintiff then went to the constable and asked him if he had a warrant for 173 as well as for 175, and the constable said "No," and very properly told the searching party to come away. Just as the constable was going out of the door the constable pulled a piece of folded paper out of his pocket and said, "Here is the warrant." It might have been anything. His Lordship would quite see that there was no serious damage done; and indeed the plaintiff had no desire











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Hongkong, 3rd September, 1903. [2494]

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Hongkong, 24th September, 1903. [2379]

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CANTON, LIMITED.

### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the  
THIRTIETH ORDINARY YEARLY  
MEETING OF THE SOCIETY will be held at  
its HEAD OFFICE, No. 1, Queen's Build-  
ings, Hongkong, on THURSDAY, the 8th  
OCTOBER, 1903, at Noon, for the purpose of  
receiving the Report of the Directors together  
with Statements of Account for the year 1902  
and for the half-year ending 30th June, 1903,  
and of declaring Dividends, &c.  
The TRANSFER BOOKS of the Society  
will be CLOSED from the 22nd SEPTEMBER  
to the 8th OCTOBER, both days inclusive.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, 18th September, 1903. [2613]

CANTON INSURANCE OFFICE,  
LIMITED.

### NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY  
GENERAL MEETING OF SHARE-  
HOLDERS will be held at the OFFICES of  
the Undersigned at 12 O'CLOCK (Noon) on  
THURSDAY, the 22nd OCTOBER.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 8th to the 22nd  
OCTOBER, both days inclusive.  
JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office Limited.  
Hongkong, 28th September, 1903. [2711]

HUMPHREY'S ESTATE AND FINANCE  
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING OF HUMPHREY'S ESTATE  
AND FINANCE COMPANY, LIMITED,  
will be held at the COMPANY'S OFFICES,  
Nos. 38 and 40, Queen's Road Central, Victoria,  
Hongkong, on SATURDAY, the 31st day  
of OCTOBER, 1903, at Noon, when the  
Subjoined Resolutions will be proposed, viz.:

1. "That the Capital of the Company be  
increased from \$1,000,000 (divided into  
100,000 shares of \$10 each) to \$1,500,000  
(divided into 150,000 shares of \$10  
each) by the creation of 50,000 new  
shares of \$10 each to be offered and if  
accepted to be allotted to the present  
shareholders of the Company at par in the  
ratio of one new share for every two old shares in the  
Company held by the respective  
shareholders thereof, the amount  
payable on each of such new shares  
respectively to be paid at such time or  
times and in such manner as the  
Company by its General Managers may  
hereafter determine."

2. "That Article No. 82 of the Articles of  
Association of the Company be  
cancelled and the following Article  
substituted therefor:—  
"The remuneration of the General  
Managers shall be \$1,000 per annum  
(which shall cover office rent but not  
salaries of Secretary and other  
employees) and a commission of 5  
per cent. of the net profits of the  
Company for each year that such  
profits amount to 7 per cent. of the  
Capital of the Company."

Should the above Resolutions be duly passed  
they will be submitted for confirmation at  
Special Resolutions to a Second Extraordinary  
General Meeting which will be subsequently  
convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREY & SON,  
General Managers. [2205]

HUMPHREY'S ESTATE AND FINANCE  
COMPANY LIMITED.

THE SHARE CERTIFICATE No. 4672  
for one hundred shares, numbered 37,601—  
37,700 inclusive, standing in the register in the  
name of Dr. THOMAS RENNIE of Rochow,  
having been lost, NOTICE IS HEREBY  
GIVEN, that unless the said Certificate be  
produced at the offices of the Company, 38 and  
40 Queen's Road Central, Victoria, Hongkong,  
before 25th October 1903, a new certificate for  
the said shares will be issued and the old cer-  
tificate will thereafter be held by the Company  
as null and void.

JOHN D. HUMPHREY & SON,  
General Managers.

Hongkong, 23rd September, 1903. [2672]

### CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWDER IN THE WORLD.  
Price of 12-NONE CARTRIDGES:  
Loaded with... With Powder...  
Powder only, and 1 lb. of shot  
Primrose Cases... \$6.25 30.00  
Pergamoid Cases... 6.85 36.00  
Ejector Brass Cases... 7.50 92.50

Apply to—

WM. SCHMIDT & CO.  
Gunmakers, Hongkong. [191]

Hongkong, 1st July, 1902.

RUINART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND  
SHIPPERS.

Ship only the Finest Quality  
Extra Dry (Green Seal).

LAURE WERNER & CO.,  
Sole Agents.

Hongkong, 18th May, 1903. [101]

M. R. CHADWICK K&W

DENTAL SURGEON,  
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.  
Hongkong, 16th June, 1903. [2593]

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

Dr. M. H. CHAUN,  
27, DES VOEUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [2490]

Best for the Skin and Complexion.

CALVERT'S  
CARBOLIC  
TOILET SOAP

(Soothing, cleansing and antiseptic).  
Pleasant to use, especially in cases of  
eczema, and most refreshing in its character.

F. C. CALVERT & Co., Manchester, Eng.

2594-1

(Continued from page 3.)  
might be employed beyond the limits of this  
country in the initial stages of a campaign."  
In summarizing the whole question of want of  
preparation, the Commissioner says:—“Whether  
the information collected by the Intelligence  
Department had been used to greater purpose  
it would have resulted in a larger reinforcement  
of the garrison of South Africa it is impossible  
to say. It certainly appears now that, with  
a greater amount of forethought in arrange-  
ments generally, in the provision of stores and  
equipment, and with the addition of, perhaps,  
another brigade, the situation in Natal might  
have been strengthened so that the whole course  
of the war must have been altered. It is difficult  
to estimate the effect of the initial successes of  
the Boers. That they encouraged large efforts  
is indisputable; but on the other hand, they  
thus led to the greater disasters, such as  
Paardeburg, and postponed the stage of guerrilla  
warfare, which in most suited to Boer tactics.  
And in determining the measure of responsi-  
bility for any deficiencies it must be remembered  
that no one, even in the Intelligence  
Department, ever anticipated the Boers to be  
capable of so sustained an effort on a large  
scale.”

THE SUPPLY OF MEN.  
The consideration of the various kinds of  
forces used in the war follows. “The total of  
officers and men of all kinds was 448,435, and  
of these about 347,300 came from home, and 30,000  
from the Colonies. For the first four months  
the strain of sending out the Regular Army was  
very heavy, but on the whole the Commissioners  
report well of its mobilization. Of the Army  
Reserve of 50,000 men, 61,371 went out, besides  
about 13,000 Militia Reservists. But the forces  
left for home defence were “dangerously weak.”  
Left for home defence were “dangerously weak.”  
Left for home defence were “dangerously weak.”  
Left for home defence were “dangerously weak.”

“There was general agreement among wit-  
nesses that the morale of the men of the  
Regular Army, including in that term the  
qualities of courage, endurance, discipline, and  
cheerfulness under adverse circumstances, left  
little or nothing to be desired. With regard to  
physical condition, the evidence was less unani-  
mous, but also seems to point to certain conclu-  
sions. In the cavalry and artillery, which  
attract a somewhat better class of recruits, the  
condition was stated by witnesses to have been  
good throughout. Witnesses also agreed in  
praising the physique of the infantry regiments  
as they first arrived in South Africa, and concur  
in thinking that the high average was in  
great measure due to the large proportion of  
Reservists in the ranks.

The excellent marching powers of the troops  
in general are noticed. The general intelligence  
was also good, but varied according to class and  
rank. A rough-hewn Hunter emphatically says the  
miners and agricultural labourers were the  
better off, better developed, and more intelligent.  
Intellect and physique a march side by side.  
Lord Roberts said the Regular of to-day is in  
no single respect inferior to his predecessor.  
He is more intelligent, more temperate, and  
knows his duties better. But his want of  
resourcefulness, especially at the beginning of  
the campaign, was marked. The shooting was  
bad and the cavalry very bad in some respects.  
Want of individuality was seen all through,  
especially in the wretched attempts of the men  
to take cover. Lord Kitchener also complains  
that resource was sacrificed to mechanical per-  
fection, and the men could not look after their  
horses. All agreed that an army in future  
should contain a larger proportion of mounted  
men, but opinions were divided between cavalry  
proper and mounted infantry, the Commission-  
ers inclining to believe that cavalry is better  
retained for shock tactics, but should be trained  
on foot and with the rifle as well. As to the  
officers, Lord Roberts thought they should take  
their profession more seriously, and above all  
the more attention should be given to staff  
work. Lord Kitchener thought the junior  
officers were better than the senior, and the  
staff were very mixed. On the delicate  
question of surrenders, the Report stated that  
“While we consider the act of surrender to be  
a prima facie disgraceful and to require  
strong justification, there is, we think, no  
reason to suppose that the great majority of  
surrenders were due to any want of spirit in  
officers.”

Upon the pay of officers we read:—“Several  
witnesses have called attention to the inade-  
quacy of the pay of officers of the Army, and  
to the expense incurred by them. We do not  
propose to enter into this subject in detail,  
because it has already been a matter of enquiry  
by a Committee under the chairmanship of  
Lord Stanley, which reported so recently as  
July, 1902. We desire, however, to remark  
that, although it is true, that hitherto the pay  
offered has proved sufficient to attract the  
number of officers required, there is, in our  
opinion, for the reasons above stated, a necessity  
for an increase to that number, and we consider  
it an essential duty of the War Office to see  
that there shall be issued no rules or regula-  
tions which have the effect of curtailing the  
expenses which are avoidable.”

Passages follow upon the Militia and Volun-  
teers, but the Commissioners are careful not to  
trench upon ground covered by the other special  
Commission appointed for these subjects. In  
the Yeomanry all the witnesses naturally draw  
a very sharp line between the first and subse-  
quent contingents, the latter being “far too  
dearly bought.” After speaking of the Colonial  
forces, the Report thus sums up:—“If the  
war teaches anything it is this—Just through-  
out the Empire, in the United Kingdom its  
Colonies and dependencies, there is a reserve  
of military strength which, for many reasons, we  
cannot and do not wish to convert into a vast  
standing army, but to which we may be glad to  
turn again in our hour of need, as we did in  
1899. In that year there was no preparation what-  
ever for utilizing these great resources. Nothing  
had been thought out either as to pay or organi-  
zation, as to conditions of service, or even as to  
arms. Even here in England it was to be an  
experiment. The new forces were not to be dis-  
courage, but it was allowed to equip itself,  
and it was denied anything beyond the barest  
complement of trained officers. We regret to  
say that we are not satisfied that enough is being  
done to place matters on a better footing in the  
event of another emergency.”

### EQUIPMENT AND TRANSPORT.

The section with regard to ammunition deals  
chiefly with Sir Henry Blackburn's evidence,  
and shows that the shells were far better than  
anything the Boers had, but an insufficient

supply for two Army Corps was kept. To  
make up the deficiency all naval orders at our  
factories had to be put aside, and even then  
it was only just possible to meet the demands.  
The supply of rifles was sufficient and satis-  
factory. The great difficulty about uniforms  
was that all the troops sent out had to  
be entirely re-dressed from head to foot,  
and Sir Henry strongly recommends that  
khaki be made the working dress of the  
Army. A chapter on our old friend the  
Remount Department follows, with this sum-  
mary:—“The arrangements in the field at first  
suffered from the want of a special officer charged  
with the control of the whole system of remounts.  
There appears to have been an entire absence  
also of well thought-out forms and manuals for  
the guidance of officers at the different depots  
in the field, such as those used in the Indian  
Army. In fact, the real complaint against the  
Remount Department does not so much relate  
to its purchases of horses during the war as to  
the fact that, from first to last, there was not  
the symptom of a special officer charged  
with the control of the whole system of remounts.  
There appears to have been an entire absence  
also of well thought-out forms and manuals for  
the guidance of officers at the different depots  
in the field, such as those used in the Indian  
Army. In fact, the real complaint against the  
Remount Department does not so much relate  
to its purchases of horses during the war as to  
the fact that, from first to last, there was not  
the symptom of a special officer charged  
with the control of the whole system of remounts.”

Then come chapters on the Army Medical  
and the Army Service Corps, with a special  
examination of the transport by land, on the  
whole much to the credit of the corps concerned.  
On the important question of food-supply much  
interesting evidence was taken, but no recom-  
mendations are made, and we find no  
condemnation either.

WAR OFFICE ORGANISATION.  
On this subject the Commissioners, though  
they took a great deal of evidence, rather shrink  
their decisions, alleging the following  
grounds:—“War Office organisation and its  
reform involve questions so numerous, so  
important, and so complicated that it would  
under any circumstances be inexpedient to  
include their detailed consideration in an inquiry  
which has to cover a great deal of ground  
in other directions and for other purposes.  
But in the present case it would be  
undertaken under this additional and serious  
disadvantage—i.e., that the main part of the  
work of the Commission is concerned with the  
period before and during the war, and that  
since that time the circumstances have com-  
pletely changed. There is scarcely a  
department of the War Office in which changes  
have not been effected as a result of, or at any  
rate following upon, the events and experience  
of the war. To criticise the conditions pre-  
vailing before the war would be to beat the  
air; to make an examination of present  
conditions would imply a review of much that  
is still in the experimental stage, and in which  
recourse must be had for authentic information,  
not to the evidence before the Commission, but  
to statements made in the House of Comm-  
s.”

The chief debate turns on the position of Com-  
mander-in-Chief and the Defence Committee.  
Lord Esher and Sir John Jackson, in their so-  
lenn notes, follow the Harrington Commission  
in recommending the abolition of the office of  
Commander-in-Chief altogether, and Lord  
Esher proposes a War Office Council on the  
lines of the Board of Admiralty. Sir George  
Taubman-Goldie also concurs with this, and  
adds other suggestions with regard to recruiting,  
especially by the organisation of National Cadet  
Corps, which would also supply the nation with  
a number of fairly trained men to draw from  
in case of need. The preface of Lord Esher's  
notes may be quoted as containing perhaps the  
strongest word that appears anywhere in the  
Report:—

“I have signed this report, in which I generally  
concur, but I desire to add the following ob-  
servations:—The main defects in the organi-  
sation of the War Office, elicited by the evi-  
dence, are first, the want of co-ordination be-  
tween the branches of that Department, and the con-  
sequent weakening of the influence of the Sec-  
retary of State with his colleagues in the Govern-  
ment; and secondly, the absence of a proper  
system of inspection, ensuring that the military  
policy of the Secretary of State, enacted by  
the Cabinet and by the votes of Parliament, is  
carried into effect. When the Secretary of  
State has made unsuccessful attempts, from  
time to time, to obtain the assent of the Cabinet  
to exp-nature necessary in the interests of the  
country, his efforts have been weakened by his  
failure to show a consensus of military opinion  
in favour, as the First Lord of the Admi-  
rality continually does, of the policy which  
he recommends. The condition in 1899, as  
disclosed in Sir H. Blackburn's memoran-  
dum, of our armaments, of our fortresses, of  
the clothing department, of the transport of  
the Army Medical Corps, of the system of  
remounts, shows that either the Secretary of  
State was culpable of neglect, or that he was in  
ignorance of the facts.”

And as to the office of Commander-in-Chief,  
he adds:—“Since the death of the Duke of Wel-  
lington the position of the Commander-in-Chief  
has been gradually becoming more anomalous,  
until a crisis was reached in the year 1899, upon  
which it is unnecessary to dilate. The speeches  
of Lord Lansdowne and Lord Wolsey upon  
their mutual relations in the House of Lord will  
not readily be forgotten.”

The only practical remedy is the abolition of  
the office of Commander-in-Chief, as recom-  
mended by the Harrington Commission, and  
the appointment of a General Officer  
Commanding the Army removed from the War  
Office into a distinct building, possibly the  
Horse Guards, with a new definition, by Order  
in Council, of his duties and responsibilities.  
He might be entrusted with the discipline of  
the Army, but his principal functions should be  
those of an Inspector-General of his Majesty's  
Forces, and he should be responsible to the  
Secretary of State.”

### NO SUBSTITUTE WANTED.

No! I did not ask for a bottle any cheaper,  
or twice as large, or one made by you selves.  
I did ask for and will not have a substitute for  
Perry Davis' Painkiller; I have used it, my  
father used it and I would not be surprised if  
my grandpapa did so too; there is no limita-  
tion that can equal it. That I am sure of—for  
stomach ache. [298-25]

### CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

TRADE MARK  
CARBOLINEUM-AVENARIUS

Thoroughly reliable preservative for Wood  
and Stone against White Ant, Decay, Fungus  
Rot, and Dampness.

LUTGENS, EISENMANN & CO.,  
Sole Agents for China.

Hongkong, 1st July, 1902. [1890]

WM. POWELL, LD.,  
GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND  
GENTLEMEN'S OUTFITTERS,  
28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS,  
OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).  
GENTLEMEN'S DEPARTMENT,  
23, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.  
TURKISH  
TROPHIES  
CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK  
YOUR DEALER FOR THIS BRAND.

NOBEL-GLASGOW EXPLOSIVES  
DYNAMITE,  
GELATINE-DYNAMITE,  
PLASTING GELATINE AND GELIGNITE,  
DETONATORS, SAFETY FUSE,  
AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT  
HONGKONG, SHANGHAI, WEIHAIWEI.  
AGENTS—  
JARDINE, MATHESON & CO.

MIDZUSHIMA & CO.  
COAL MERCHANTS.  
No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).  
HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.  
BRANCH OFFICES:—HIGASHI-HONMACHI, MOJI, MINAMI-KIKAWA,  
OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.  
TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong.  
CODE USED: A 1 & A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries  
Maritimes du Japon, Foreign and Japanese Steamships, Arsenal and Japanese Railway Companies  
&c. Sole Proprietors of Kamaoka and Tennara Coal Mines. Sole Agents for Kamaoka  
Komaogaura, Minami, Kojiri and Kamaogaura Collieries.

Hongkong, 4th March, 1903. K. UYENURA, Manager. [2499]

JAPAN COALS.

MITSUI BUSSAN KAISHA  
MITSUI & CO.

HEAD OFFICE:—1, SUGIYA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 102 HOUSE STREET.

OTHER BRANCHES:  
New York, San Francisco, Hankow, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokohama,  
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Horio, Kanada, Fujiyama, Mameda, Mannoura, Onoura, Otsuji,  
Sasahara, Takakura, Yoshinaka, Yoshio, Yonohara, and other Coals.

S. INUZUKA, Manager, Hongkong.

NOTICE OF FIRMS  
JAVA-CHINA-JAP-AN LIJN.  
海華中國日本荷國輪船公司  
REGULAR STEAMSHIP LINE FROM  
JAVA TO CHINA AND JAPAN,  
AND BACK.

THE HEAD AGENCY of the above  
Company has been OPENED at No. 3,  
DUDELL STREET.  
E. BISCHOP, General Agent.  
Hongkong, 1st September, 1903. [2632]

NOTICE

ON and after the 9th SEPTEMBER, the  
s.s. "WING CHAI" will berth at the  
NEW WHARF at the Western end of Wing  
Lok Street.

MING ON & CO.  
Hongkong, 8th September, 1903. [2536]

VIEWS OF HONGKONG  
ILLUSTRATED POST CARDS  
Coloured, White-Gray Cards, &c.  
For Sale at GRACA & Co.'s Stall at  
HONGKONG HOTEL CORNER.  
Also  
Used and Unused Foreign and Colonial  
POSTAGE STAMPS  
In Sets, Packets or Single. King Edward VII  
Albums. Catalogues, Hinges, &c., &c., &c.  
Inspection invited.  
Hongkong, 12th June, 1903. [2012]



## SHIPPING.

**ARRIVALS.**  
Sept. 29, CHOWTAT, German str., 1,115, H. T. Taylor, Bangkok 21st Sept. Rice and Wood.—NORDDDEUTSCHER LLOYD.  
Sept. 29, PITTSBURGH, German str., 1,267, C. Fuchs, Bangkok 22nd Sept. Rice and Timber.—BUTTERFIELD & SWIRE.  
Sept. 29, Roon, German str., 4,261, G. Mainers, Bremen and Singapore 25th September, Mails and General.—MELCHERS & CO.  
Sept. 30, CHINGTUNG, British str., 1,459, J. McD. Howie, Kobe via Moji 25th Sept., General.—BUTTERFIELD & SWIRE.  
Sept. 30, GIBRALTAR, British str., 3,025, Webster, Otaru 22nd September, General.—McGREGOR, BROS. & CO.  
Sept. 30, LYBEMOON, German str., from Canton, Sept. 30, Pionto, Norwegian str., 837, Solberg, Nowohwang 24th September, Beans.—EAST ASIATIC TRADING CO.  
Sept. 30, SOCOTRA, British str., 6,008, C. J. Benton, R.M. Fochow 28th September, General.—P. & O. S. N. Co.  
Sept. 30, WOIANG, British str., 1,127, R. Johns, Tientsin and Chiofo 23rd Sept., General.—JARDINE, MATHESON & CO.

## CLEARANCES

At the Harbour Master's Office.  
29th September.  
Five French str., for Kwangshuan.  
Kagoshima Maru, Japanese str., for Moji.  
Shanghai, British str., for Ningpo.  
Wosang, British str., for Canton.

## DEPARTURES

29th September.  
CHEANGCHEN, British str., for Amoy.  
FLEASER, British str., for Sandakan.  
Hsiao, French str., for Fokoh.  
HAILONG, British str., for Swatow.  
HUPPE, British str., for Manila.  
Nob, Norwegian str., for Phnang.  
Roon, German str., for Shanghai.  
SOLVIG, Norwegian str., for Singapore.  
TANSHU, Chinese str., for Shanghai.  
WHAMPO, British str., for Shanghai.

## VESSELS IN DOCK

29th September.  
ADELPHI DOCK.—Thames.  
KOWLOON DOCK.—Pembroke, Bangkok, Fanning, Perla.  
COSMOPOLITAN DOCK.—Nanyang, Emma Layken.

## VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.  
(Taking Cargo at through rates to Tientsin, Amoy, Canton, and Hankow.)  
The Steamship

"LYEEMOON."  
Captain Th. Lohmann, will be despatched for the above port TO-DAY, the 1st October, at 3 P.M.  
This Steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & CO., Agents.  
Hongkong, 29th September, 1903. 2734

FOR YOKOHAMA AND KOBE.  
THE H.A.L. Steamship  
Captain Brohm, will be despatched for the above ports TO-DAY, the 1st October, at 5 P.M.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 29th September, 1903. 12677

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
Captain G. S. Weigall, will be despatched as above TO-MORROW, 2nd October, at 4 P.M.  
This Steamer has superior accommodation for First Class Passengers and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 29th September, 1903. 2704

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE H.A.L. Steamship  
Captain Schmidt, will be despatched for the above ports TO-MORROW, the 2nd Oct., at 5 P.M.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 29th September, 1903. 2735

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Company's Steamship  
Captain C. D. Goldsmith, R.M., carrying His Majesty's Mail, will be despatched for the above ports on SATURDAY, the 10th OCTOBER, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.  
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's bills of lading.  
For further particulars, apply to  
E. A. HEWITT, Superintendent.  
Hongkong, 29th September, 1903. 1

THE AMERICAN ASIATIC STEAMSHIP COMPANY.  
STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.  
THE Steamship  
"NORDKYN," Captain A. Boer, will be despatched on SATURDAY, the 17th OCTOBER, to be followed by the steamship "HERMISTON," Captain W. T. Bain, on or about WEDNESDAY, 18th NOVEMBER.  
For Freight, etc., apply to  
SHEWAN, TOMES & CO., General Agents.  
Hongkong, 29th September, 1903. 12687

NATAL LINE OF STEAMERS.  
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.  
For Freight and further particulars, apply to  
DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1903. 18

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	SOCOTRA	Brit. str.	C. G. Bouton	P. & O. S. N. Co.	About 2nd inst.
LONDON, &c., via PORTS OF CALL.	SINLA	Brit. str.	C. D. Goldsmith	P. & O. S. N. Co.	10th inst. at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	BOHNE	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 17th inst.
LIVERPOOL	BOHNE	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	18th inst.
LIVERPOOL	KAISOW	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	18th Nov.
MARSEILLES, LONDON & ANTWERP.	ACHILLES	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	18th Dec.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	3rd inst. Daylight.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	6th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	18th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	27th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	10th Nov.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	24th Nov.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	8th Dec.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	22nd Dec.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	5th Jan.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	To-day, 6 P.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	7th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	29th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	3rd November.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	17th November.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	1st December.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	About 10th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	17th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	7th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	10th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	6th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	14th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	18th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	8th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	About 9th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	About 3rd inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	7th inst. at Noon.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	4th inst. Daylight.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	7th inst. at Noon.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	11th inst. Daylight.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	To-day, 3 P.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	3rd inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	About 5th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	About 9th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	9th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	4th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	To-morrow, Daylight.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	3rd inst. at 11 A.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	To-morrow, 4 P.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	3rd inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	5th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	6th inst. 3 P.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	7th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	About 9th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	10th inst. 10 A.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	12th inst. at Noon.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	To-morrow 5 P.M.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	About 5th inst.
MARSEILLES, LONDON & ANTWERP.	ASHAM	Brit. str.	W. Balbridge	BUTTERFIELD & SWIRE	6th inst. at 3 P.M.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS	THURSDAY	SAILING DATE
ZIETEN	WEDNESDAY	1st October
SEYDLITZ	WEDNESDAY	14th October
ROON	WEDNESDAY	28th October
PREUSSEN	WEDNESDAY	11th November
HAMBURG	WEDNESDAY	25th November
PRINZ HEINRICH	WEDNESDAY	9th December
KONIG ALBERT	WEDNESDAY	23rd December

STEAMERS	THURSDAY	SAILING DATE
KIAUTSCHOU	WEDNESDAY	6th January
SACHSEN	WEDNESDAY	20th January
BAYERN	WEDNESDAY	3d February
GERA	WEDNESDAY	17th February
SEYDLITZ	WEDNESDAY	2nd March
PREUSSEN	WEDNESDAY	16th March
ROON	WEDNESDAY	30th March
HAMBURG	WEDNESDAY	13th April
PRINZ HEINRICH	WEDNESDAY	27th April

ON THURSDAY, the 1st day of OCTOBER, 1903, at 6 P.M., the Steamship "ZIETEN" of the Norddeutscher Lloyd, Captain B. Wilhelm, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
Shipping Orders will be granted till Noon on TUESDAY, the 29th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 30th September, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 30th September. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50. The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses. Linen can be washed on board.  
For further Particulars, apply to  
NORDDEUTSCHER LLOYD, MELCHERS & CO., AGENTS.  
Hongkong, 30th September, 1903. 15

NORTHERN PACIFIC STEAMSHIP CO.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.  
PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
VICTORIA	J. Truebridge	3,502	October 10th
SHAWMUT	W. M. Smith	6,606	November 14th
OLYMPIA	A. Dixon	2,837	November 25th
TACOMA	M. Ridley	2,812	December 15th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
Special rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.  
For further information as to Freight or Passage, apply to  
DODWELL & COMPANY, LIMITED, GENERAL AGENTS.  
Hongkong, 29th September, 1903. 17

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	WEDNESDAY, 7th Oct. 1903
R.M.S. "TARTAR" 4,425 Tons	WEDNESDAY, 21st Oct.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons	WEDNESDAY, 4th Nov.
R.M.S. "ATHENIAN" 3,883 Tons	WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons	WEDNESDAY, 18th Dec.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN" 3,883 Tons	WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons	WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" 4,425 Tons	WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons	WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons	WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons	WEDNESDAY, 20th April
R.M.S. "ATHENIAN" 3,883 Tons	WEDNESDAY, 27th April
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons	WEDNESDAY, 11th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and making connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.  
SPECIAL RATES. First class only, granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAJAS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent, Pacific Street.

## HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ABESSINIA	HAVRE, BREMEN and HAMBURG	On 7th Oct. Freight.
BRISGAVIA	Calling at Singapore and Penang	On 7th Oct. Freight.
Capt. Schult	Calling at Singapore and Colombo	On 29th Oct. Freight.
SAXONIA	HAVRE and HAMBURG	On 3rd Nov. Freight.
Capt. Brohm	Calling at Singapore and Penang	On 3rd Nov. Freight.
MARBURG	HAVRE and HAMBURG	On 17th Nov. Freight.
Capt. Starck	Calling at Singapore and Colombo	On 17th Nov. Freight.
SUEVIA	HAVRE and HAMBURG	On 1st Dec. Freight.
Capt. Borek	Calling at Singapore and Penang	On 1st Dec. Freight.

HAMBURG-AMERIKA LINIE. HONGKONG OFFICE. QUEEN'S BUILDING, No. 1.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light. Perfect Cuisine. Surgeons carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila direct.	Sat., 3rd Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 10th Oct., 10 A.M.

For Freight, or Passage apply to  
SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 29th September, 1903. 17

## TOYO KISEN KAISHA MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardsesses carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. Bent	3869	Saturday, 3rd October, at 11 A.M.
"ROSETTA MARU"	H. S. Smith	3876	Saturday, 10th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
Hongkong, 29th September, 1903. 1478

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 4th Oct.
TAMU, VIA SWATOW	T. Ogata	October, 11th
TAMU, VIA SWATOW	"DAIGI MARU"	SUNDAY, 11th Oct.
FOOCHOW, VIA SWATOW	T. W. Groves	October, 11th
ANPING, VIA SWATOW	"ANPING MARU"	SUNDAY, 4th Oct.
ANPING, VIA SWATOW	T. Goro	October, 11th
ANPING, VIA SWATOW	"MAIDZURU MARU"	October, 11th
ANPING, VIA SWATOW	K. Akashi	October, 11th

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.  
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs water front premises adjacent to land all passengers and cargo.  
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 3, Des Voeux Road Central.  
Hongkong, 1st October, 1903. T. ABIMA, Manager. 115







